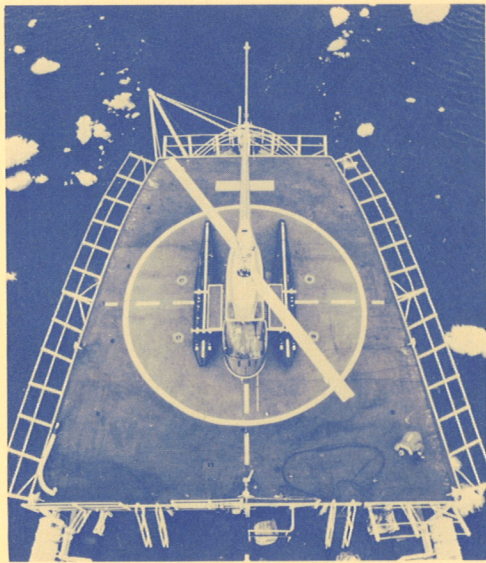


**Welcome
Aboard
SURVEYOR
S132**

The NOAA Ship *SURVEYOR* is one of a fleet of research and survey vessels operated by the National Oceanic and Atmospheric Administration (NOAA) with the goal of expanding the understanding and uses of the marine environment. Designated as a survey ship (S132), *SURVEYOR* is a Class I vessel, commanded by officers of the NOAA Corps and operated by the National Ocean Survey (NOS), a major component of NOAA.



A helicopter readies for take-off from its landing area on the stern of the *SURVEYOR*.

Commissioned on April 30, 1960, *SURVEYOR* is the first of a new generation of specially designed and equipped ships having multiple capabilities. She is also the last of the old generation, being powered by steam turbines. To those who have served aboard *SURVEYOR*, she is both a great favorite and a fleet workhorse.

The ship can be provisioned for 4½ months while working in remote areas and has a steaming endurance of 27 days. Berthing facilities aboard are more than adequate for the ship's complement of 64 crew and 12 officers. Additional space is available for up to 20 visiting scientists and technicians. All enclosed areas are completely air conditioned/heated, for comfort while working in extremes of weather.

Onboard facilities for survey and research work include extensive drafting and plotting areas containing navigation and computer systems, chemical and biological oceanography laboratories, a diving locker, a gravity room, and a photography dark-room. The configuration of these spaces is modified as necessary to accommodate particular instrumentation required for each project assigned to the ship.

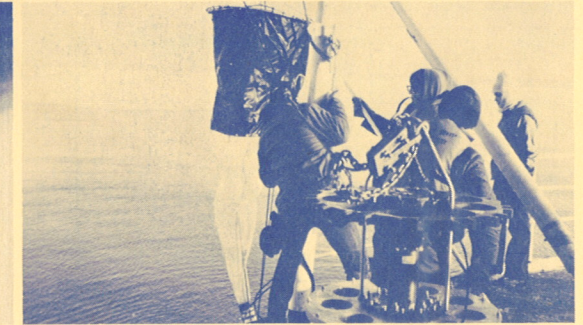
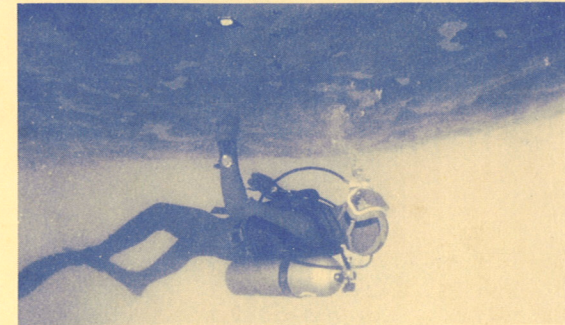
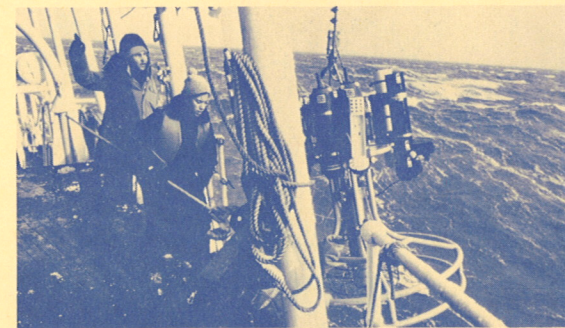
SURVEYOR's electronics, machine, and carpentry shop provide installation and maintenance services in support of both project and ship's equipment.

Navigation systems aboard *SURVEYOR* include a satellite navigation system, dual LORAN A and LORAN C receivers, and S-band and X-band radars. For precision positioning near shore, high frequency navigation systems such as HI-FIX or RAYDIST are used.

SURVEYOR's oceanographic operations are conducted primarily from the poop deck utilizing a Jered winch containing 10,000 feet of 6-conductor electrical cable, and a Rowe winch containing 5700 feet of ¾" steel cable. Standard station data are obtained using a CTD (conductivity, temperature, depth) unit and a Rosette water sampler. Other activities include vertical and horizontal net tows for plankton, bottom trawling and sampling, coring and dredging, and XBT lowerings.

Special equipment used on geophysical surveys include a gravity meter, towed magnetometer, and seismic reflection profiler.

To complement the ship's capabilities, *SURVEYOR* carries three 36-foot



CTD casts (upper left) are taken in open water on runs between Unimak Pass and the ice edge while a diver (below) collects ice samples from the under-side of the ice pans. A commissioned officer (upper right) checks the ship's long range navigation system. A vertical plankton net (lower right) is hauled aboard after a successful tow in Norton Sound.

hydrographic survey launches, one 36-foot landing craft, two motor whale boats, and several smaller boats. The ship's versatility is uniquely enhanced among the NOAA vessels by helicopter capability. A Bell 206B and a NOAA aviator are assigned to *SURVEYOR* where operations require aerial transportation of scientific parties.

Diversity in projects and in operating areas is characteristic of *SURVEYOR*'s history. Development and revision of nautical charts took her from Alaska to American Samoa. Bathymetric and geophysical surveys

occupied much of her time on the SEAMAP ocean survey program throughout the North Pacific, and on the CONSHELF program along the west coast of the United States and Alaska. She also participated in international projects such as the Line Island Experiment. After two short deactivation periods in 1972 and 1974, *SURVEYOR* was reassigned to Alaskan waters where she is engaged in chemical, biological, and physical oceanography studies in support of the Outer Continental Shelf Environmental Assessment Program (OC-SEAP).

The first *SURVEYOR* was a 186-foot steel steamer. Commissioned on October 1, 1917, she worked for 33 years in the Pacific before being decommissioned on December 30, 1950. Her modern day successor is carrying on a fine tradition of service and pride in accomplishment.

GENERAL DESCRIPTION

Builder	National Steel & Shipbuilding Co. San Diego, Calif.
Commissioned	April 30, 1960
Call letters	WTES
Home port	Seattle, Wash.
Length	292 feet (89 meters)
Beam	46 feet (14 meters)
Draft	18 feet (5.5 meters)
Displacement	3,150 tons
Hull	Welded steel with ice strengthening
Horsepower	2,500 SHP
Propulsion	Single-screw steam turbine, 1 stern mounted Harbor-master for steering at low speeds
Cruising speed	11 knots
Range	13,117 nautical miles
Endurance	27 days
Complement	12 commissioned officers 64 ship's officers & crew 20 scientists

SCIENTIFIC CAPABILITY

Nautical charting/offshore oceanographic operations.

Dry Oceanographic Lab
Wet Oceanographic Lab
Photographic Lab
Diving Locker



**National Oceanic and
Atmospheric Administration
U.S. DEPARTMENT
OF COMMERCE**

NOAA/PA 71026



SURVEYOR S132

A MESSAGE FROM THE CAPTAIN:

On behalf of the officers and crew of the NOAA Ship *SURVEYOR*, welcome aboard.

The marine environment is one of our most challenging frontiers. The *SURVEYOR* and ships like her are leading the way in the exploration of this underwater world. I hope you will leave our ship with a greater appreciation for, and knowledge of, the science and technology that help us understand the world's oceans.

The officers and crew of the *SURVEYOR* will gladly answer any questions concerning the ship and her activities.

Commanding Officer
NOAA Ship *SURVEYOR*